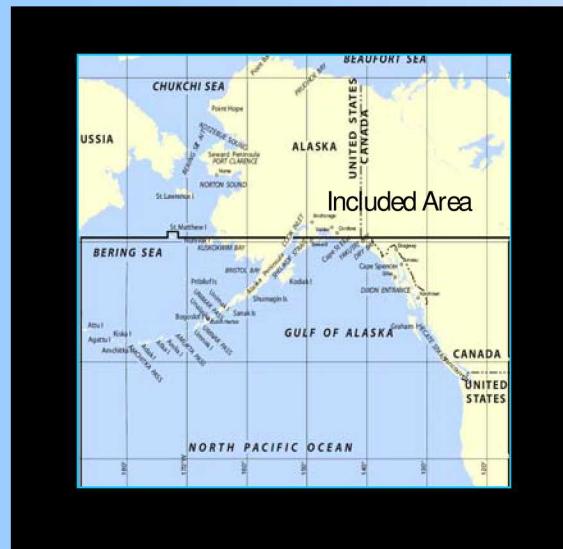


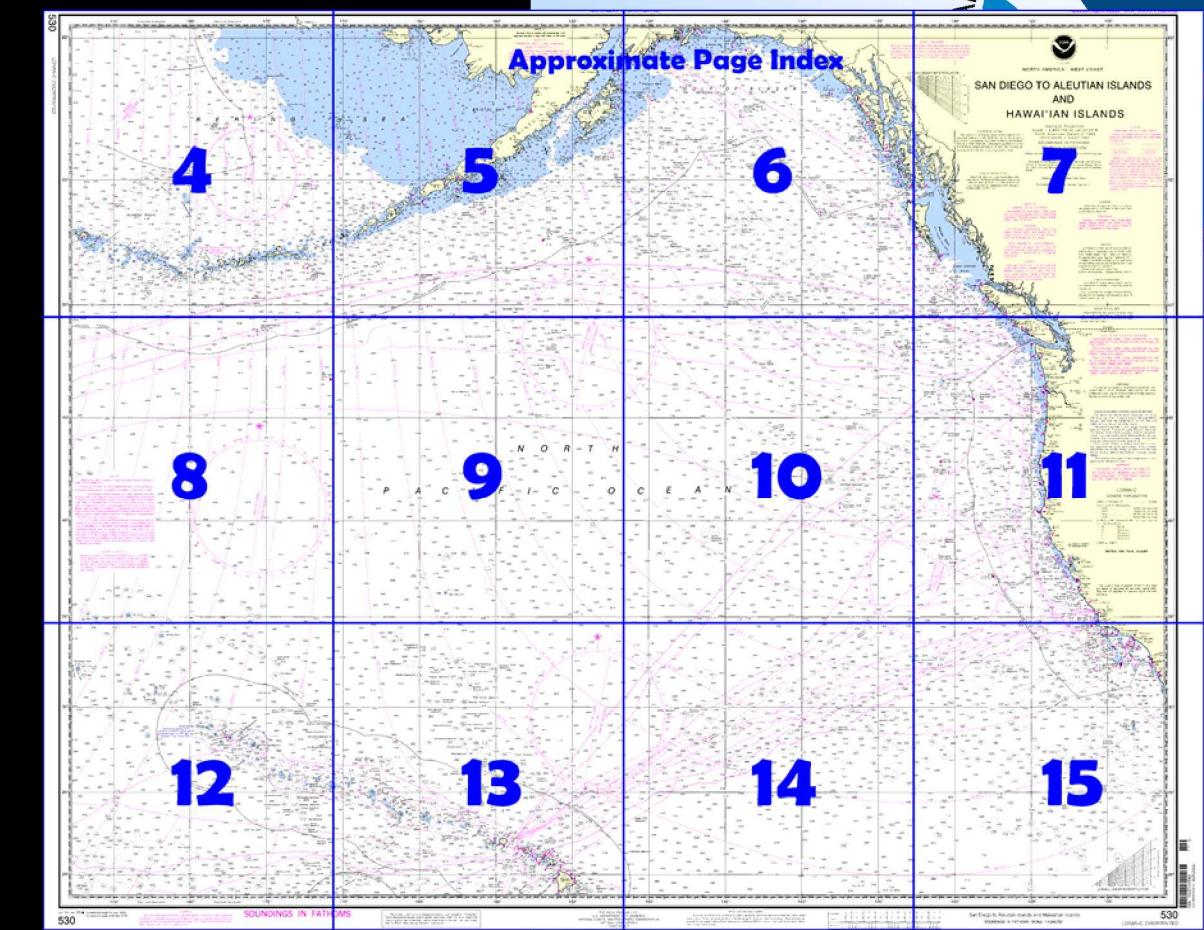
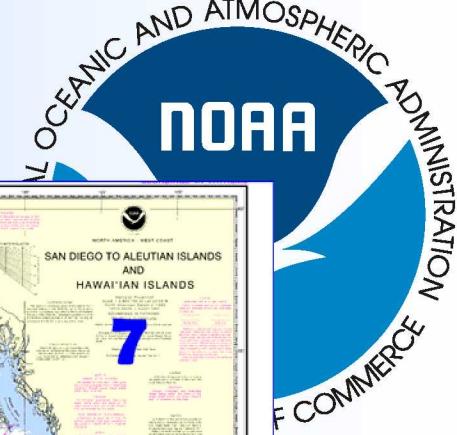
BookletChartTM

San Diego to Aleutian Islands and Hawaiian Islands (NOAA Chart 530)

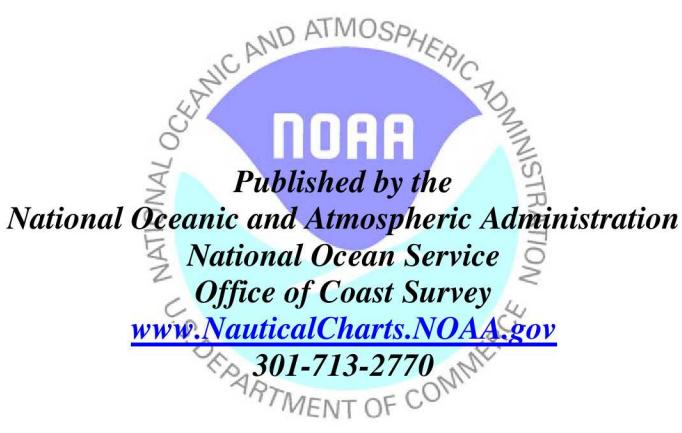


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

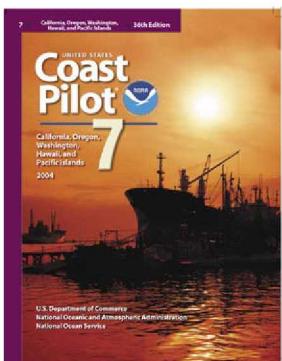
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 1 excerpts]

(82) Notices to Mariners are published by Federal agencies to advise operators of vessels of marine information affecting the safety of navigation. The notices include changes in aids to navigation, depths in channels, bridge and overhead cable clearances, reported dangers, and other useful marine information. They should be used routinely for updating the latest editions of nautical charts and related publications.

(83) Local Notice to Mariners is issued by each Coast Guard District Commander for the waters under his jurisdiction. These notices are usually published weekly and may be obtained by contacting the Coast Guard internet website address, <http://www.navcen.uscg.gov/lnm>.

(84) Notice to Mariners, published weekly by the National Geospatial-Intelligence Agency, is prepared jointly with NOAA and the Coast Guard. These notices contain selected items from the Local Notices to Mariners and other reported marine information required by oceangoing vessels operating in both foreign and domestic waters. Special items covering a variety of subjects and generally not discussed in the Coast Pilot or shown on nautical charts are published annually in Notice to Mariners No. 1. These items are important to the mariner and should be read for future reference.

(86) Notices and reports of improved channel depths are also published by district offices of the U.S. Army Corps of Engineers (see Appendix A for districts covered by this volume). Although information from these notices/reports affecting NOAA charts and related publications is usually published in the Notices to Mariners, the local district engineer office should be consulted where depth information is critical.

(87) Marine Broadcast Notices to Mariners are made by the Coast Guard through Coast Guard, Navy, and some commercial radio stations to report deficiencies and important changes in aids to navigation.

(88) Vessels operating within the limits of the Coast Guard districts can obtain information affecting NOAA charts and related publications from the Local Notices to Mariners. Small craft using the Intracoastal Waterway and other waterways and small harbors that are not normally used by oceangoing vessels will require the Local Notices to Mariners to keep charts and related publications up-to-date.

(145) The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels or aircraft that are in distress or overdue. Search and Rescue vessels and aircraft have special markings, including a wide slash of red-orange and a small slash of blue on the forward portion of the hull or fuselage. Other parts of aircraft, normally painted white, may have other areas painted red to facilitate observation. The cooperation of vessel operators with Coast Guard helicopters, fixed-wing aircraft, and vessels may mean the difference between life and death for some seaman or aviator; such cooperation is greatly facilitated by the prior knowledge on the part of vessel operators of the operational requirements of Coast Guard equipment and personnel, of the international distress signals and procedures, and of good seamanship.

(146) **Note.**—Distress and other calls to Coast Guard communication stations may be made on any of the following HF single sideband radiotelephone channels: 424(4134 kHz), 601(6200 kHz), 816(8240 kHz), or 1205(12242 kHz).

International distress signals

(147) (1) A signal made by radiotelegraphy or by any other signaling method consisting of the group "SOS" in Morse Code.

(148) (2) A signal sent by radiotelephony consisting of the spoken word "MAYDAY."

(149) (3) The International Flag Code Signal of NC.

(150) (4) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

(151) (5) Flames on the craft (as from a burning oil barrel, etc.) (152) (6) A rocket parachute flare or hand flare showing a red light.

(153) (7) Rockets or shells, throwing red stars fired one at a time at short intervals.

(154) (8) Orange smoke, as emitted from a distress flare.

(155) (9) Slowly and repeatedly raising and lowering arms outstretched to each side.

(156) (10) A gun or other explosive signal fired at intervals of about 1 minute.

(157) (11) A continuous sounding of any fog-signal apparatus.

(158) (12) The radiotelegraph alarm signal.

(159) (13) The radiotelephone alarm signal.

(160) (14) Signals transmitted by emergency position-indicating radiobeacons.

(161) (15) A piece of orange-colored canvas with either a black square and circle or other appropriate symbol (for identification from the air).

(162) (16) A dye marker.

Table of Selected Chart Notes

I Corrected through NM Jun. 16/07
Corrected through LNM Jun. 05/07

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

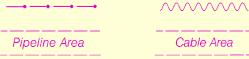
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
Ⓐ(Accurate location) Ⓜ(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE E

Entry upon Kure Atoll must be approved by the State of Hawaii Department of Land and Natural Resources and Commander, 14th U.S. Coast Guard District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.

NOTE C

Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area.

LOCAL MAGNETIC DISTURBANCE

Differences as much as 7° from the normal variation have been reported in the vicinity of latitude 49°55'N longitude 129°50'W.

CAUTION

Danger, Prohibited, and Restricted Areas falling within the limits of the larger scale charts are shown thereon and not repeated on this chart.

CAUTION

Submerged Submarine Operating Areas falling within the areas of the larger scale charts are shown thereon and not repeated on this chart.

For Symbols and Abbreviations see Chart No. 1

NOTE D AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE H

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument and inner limit of the Ship Reporting System Area have been slightly offset for clarity.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY..........100kHz
PULSE REPETITION INTERVAL

5990.....	59,900 Microseconds
7960.....	79,600 Microseconds
9940.....	99,400 Microseconds
9990.....	99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators.)

- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 5990-X

RATES ON THIS CHART

>

:O

The Loran-C lines of position shown on this chart are based on assumed all sea water signal paths. They are not adjusted for overland signal transmission delay.

Mercator Projection
Scale 1:4,860,700 at Lat 50°00'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS (For offshore navigation only)

NOTE G SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 264. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE

The Hawaiian Islands from longitude 161° W to 176° W are part of the Hawaiian Islands National Wildlife Refuge, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of the Interior.

The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Atoll. National Wildlife Refuge System regulations pertaining to these islands and atolls are contained in CFR 50, parts 25-32.

Entry to the refuge is strictly prohibited without prior approval from the Refuge Manager, Pacific Remote Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850.

The restrictions apply to all civilian and military agencies as well as individuals.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, British Admiralty, National Geospatial-Intelligence Agency and Canadian charts.

Additional information can be obtained at nauticalcharts.noaa.gov.

(174U) / NOTE F /

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary..."

"3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, 8 or 9, Chapter 3 for details.

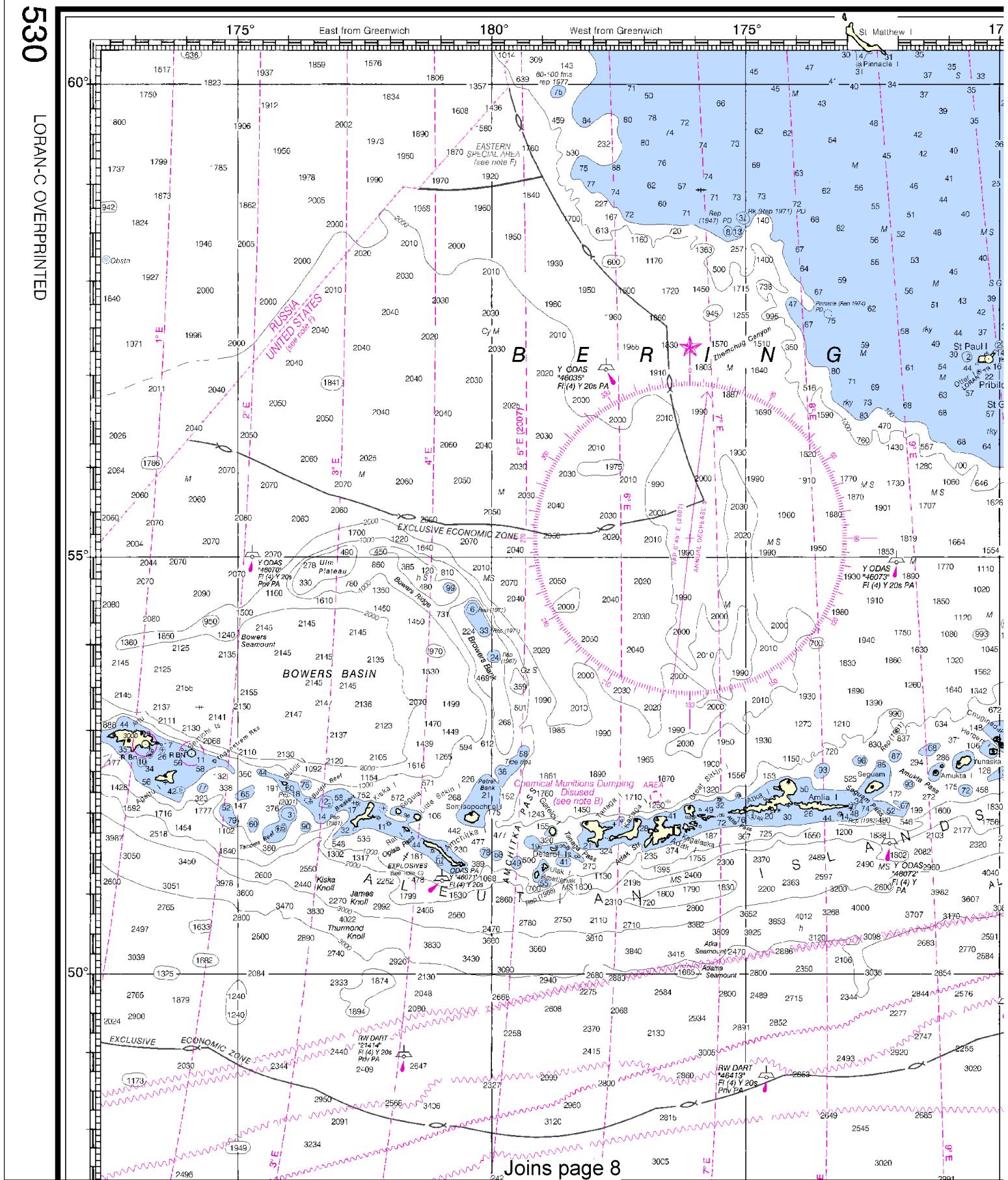
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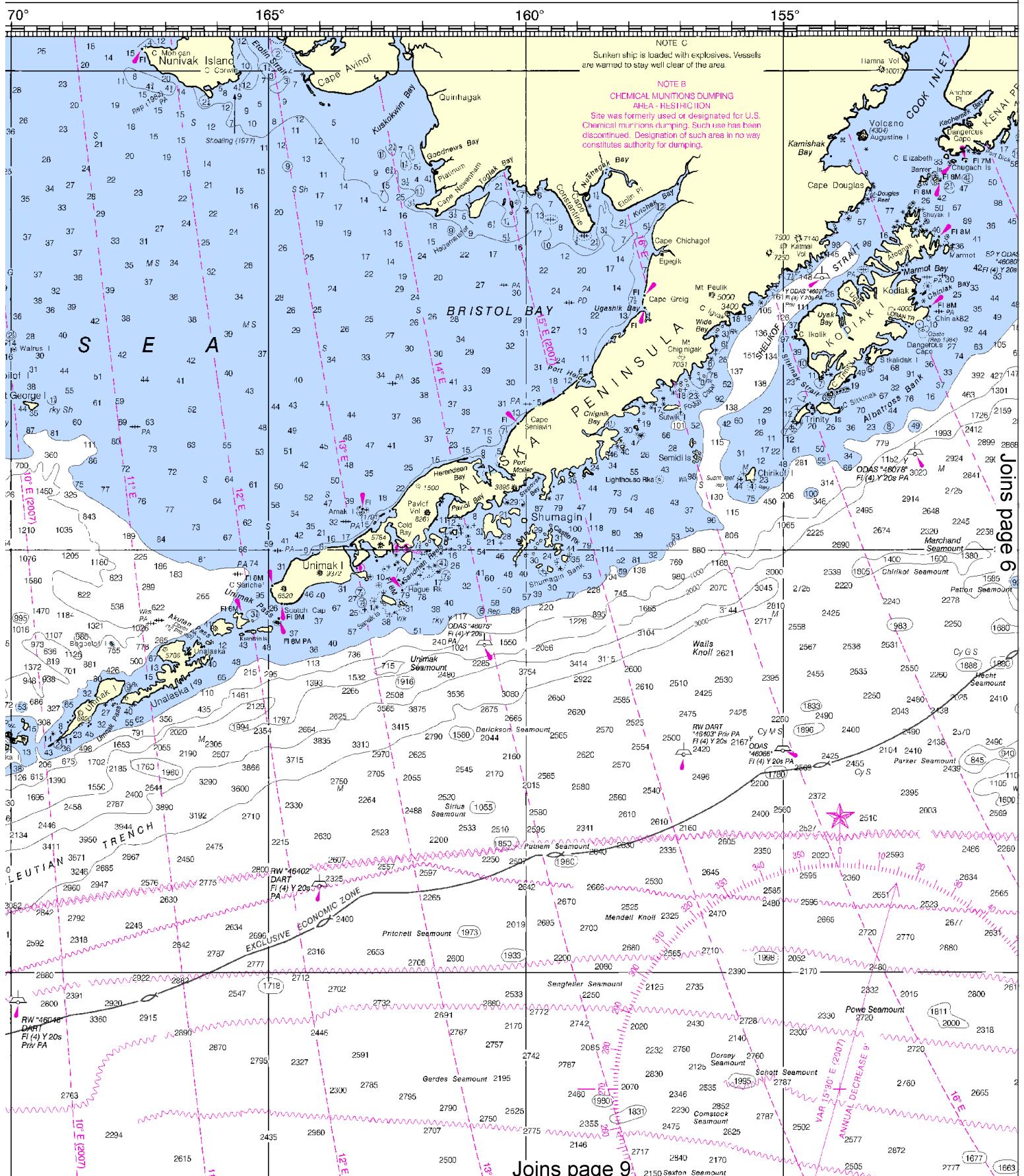
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

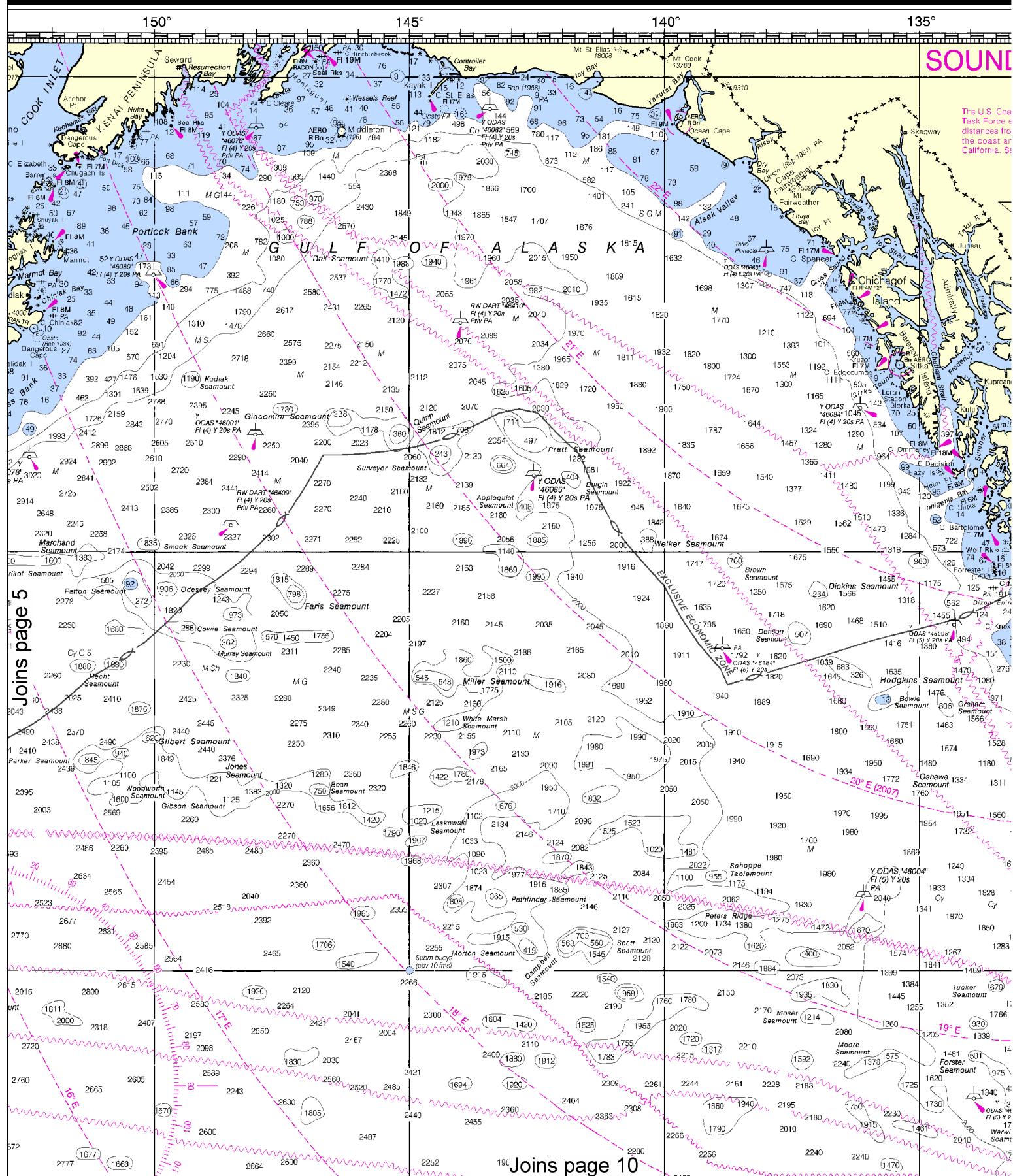
PRINT-ON-DEMAND CHARTS

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This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:6943857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



130°

125°

120°

60°

DINGS IN FATHOMS

VESSEL TRANSITING
Coast Guard and the Pacific States/British Columbia Oil Spill
endorse a system of voluntary measures and minimum
from shore for certain commercial vessels transiting along
anywhere between Cook Inlet, Alaska and San Diego.
See U.S. Coast Pilot 7, 8 or 9, Chapter 3 for details.



THE NATION'S CHARTMAKER SINCE 1807

NORTH AMERICA - WEST COAST

LORAN LINEAR INTERPOLATOR

SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAII'IAN ISLANDS

Mercator Projection
Scale 1:4,860,700 at Lat 50°00'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS (For offshore navigation only)

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, British Admiralty, National Geospatial-Intelligence Agency and Canadian charts.

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

PARTICULARLY SENSITIVE SEA AREA (PSSA)

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE D AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

NOTE G SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port or place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 264. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

NOTE E

Entry upon Kure Atoll must be approved by the State of Hawaii Department of Land and Natural Resources and Commander, 14th U.S. Coast Guard District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.

NOTE H

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument and inner limit of the Ship Reporting System Area have been slightly offset for clarity.

Canada
United States

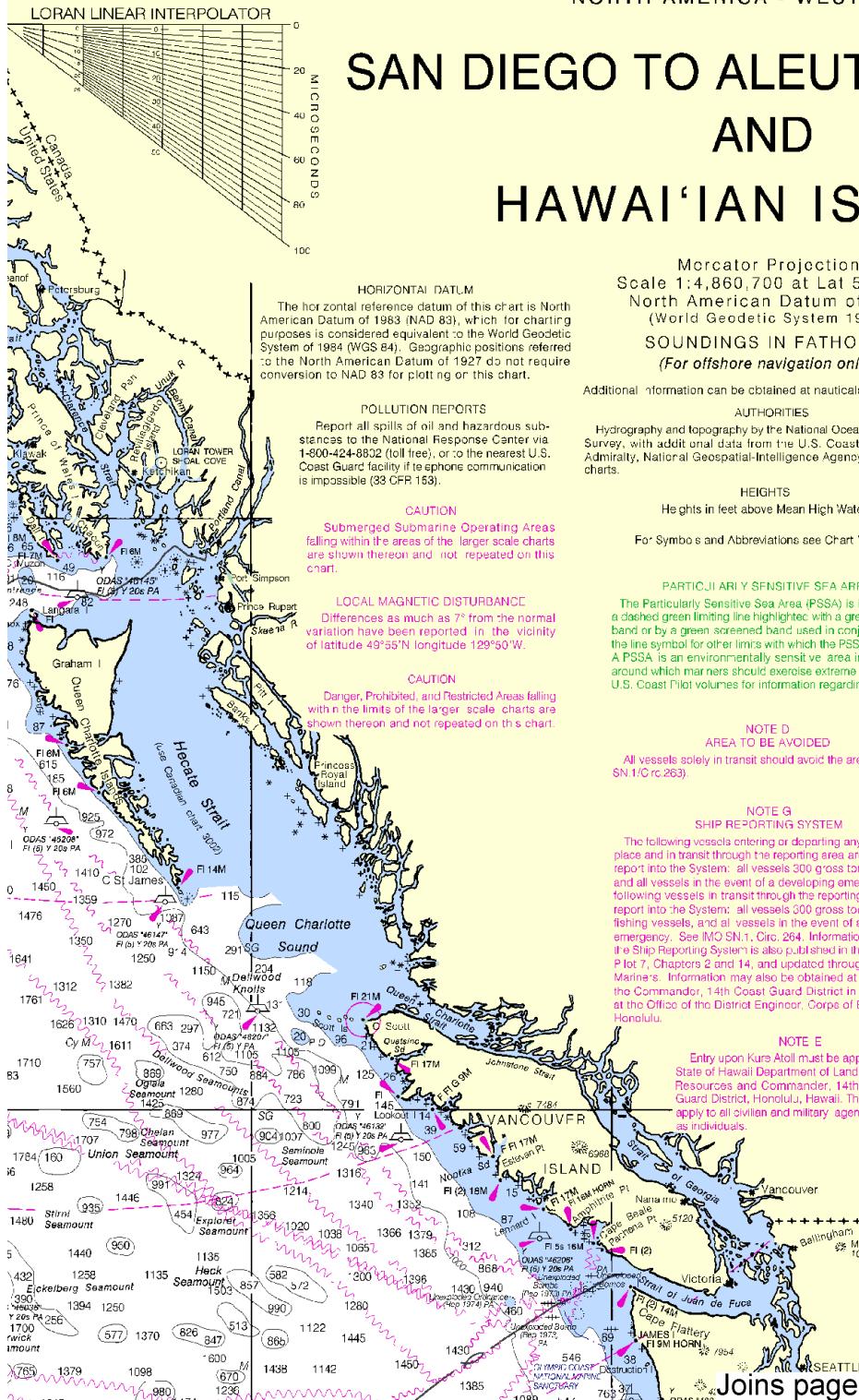
TRAFFIC SEPARATION SCHEMES

Recommended traffic lanes established for the approaches to Prince William Sound are shown on chart 18700.

Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.

Recommended traffic areas established for the approaches to Strait of Juan de Fuca are shown on charts 18480, 18400, and 18465.

Recommended traffic lanes established in Santa Barbara



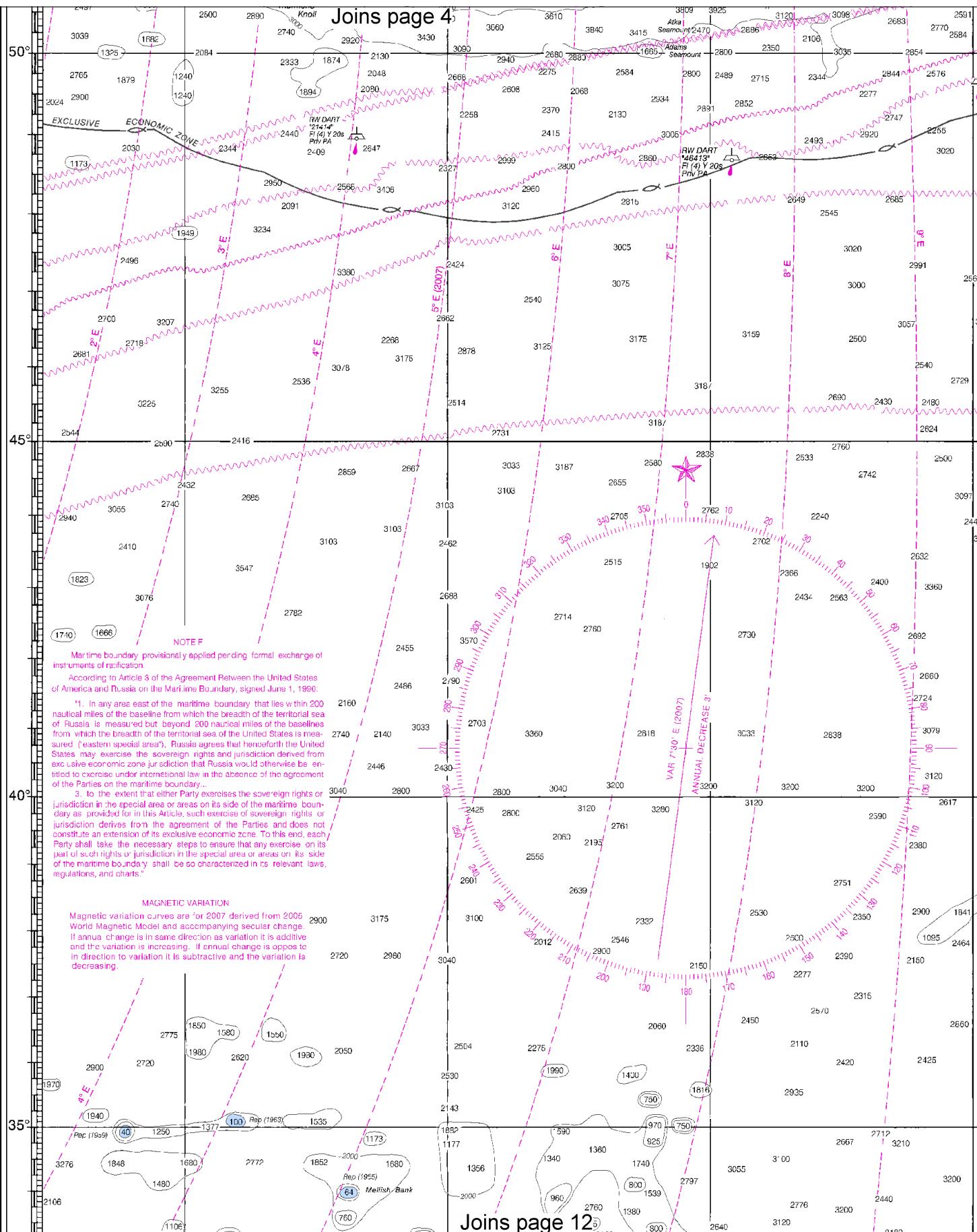
Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0209 1/13/2009,

NGA Weekly Notice to Mariners: 0409 1/24/2009,

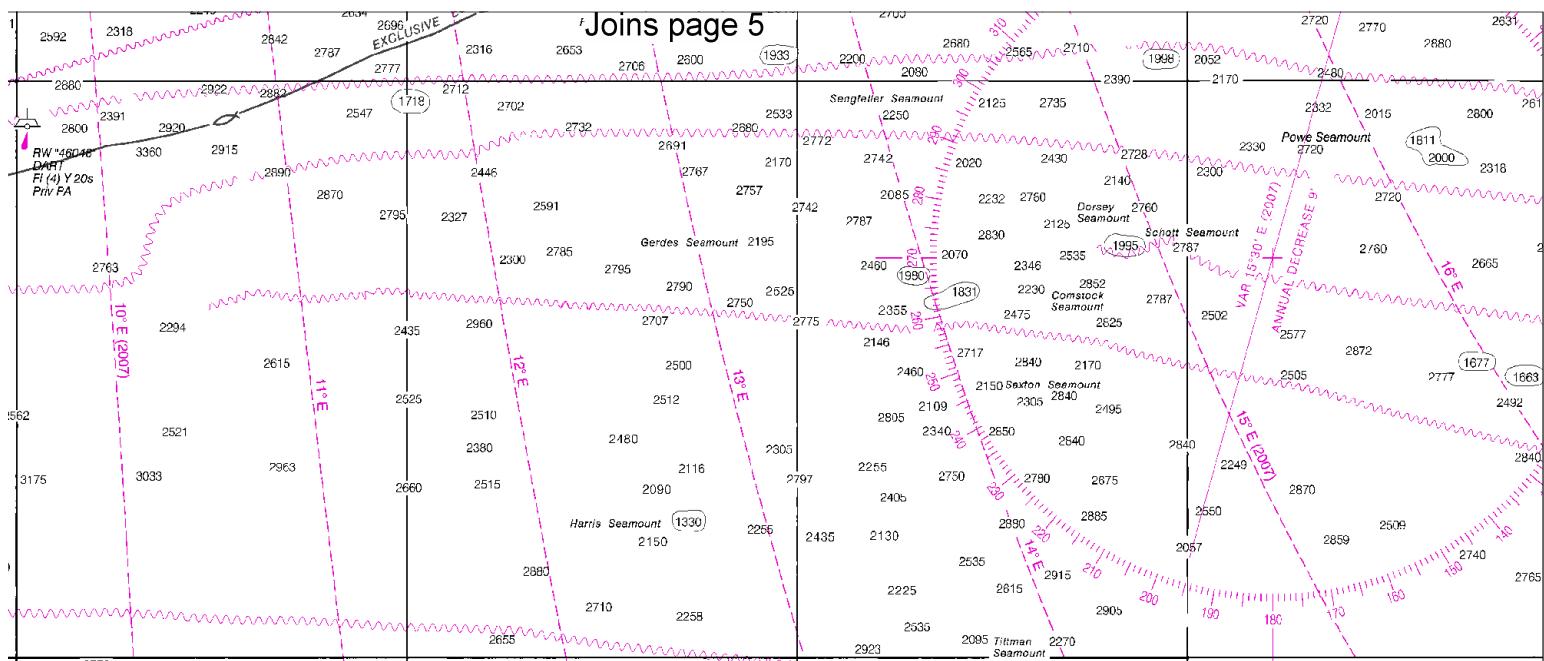
Canadian Coast Guard Notice to Mariners: 012:00:00 AM.

Joins page 4

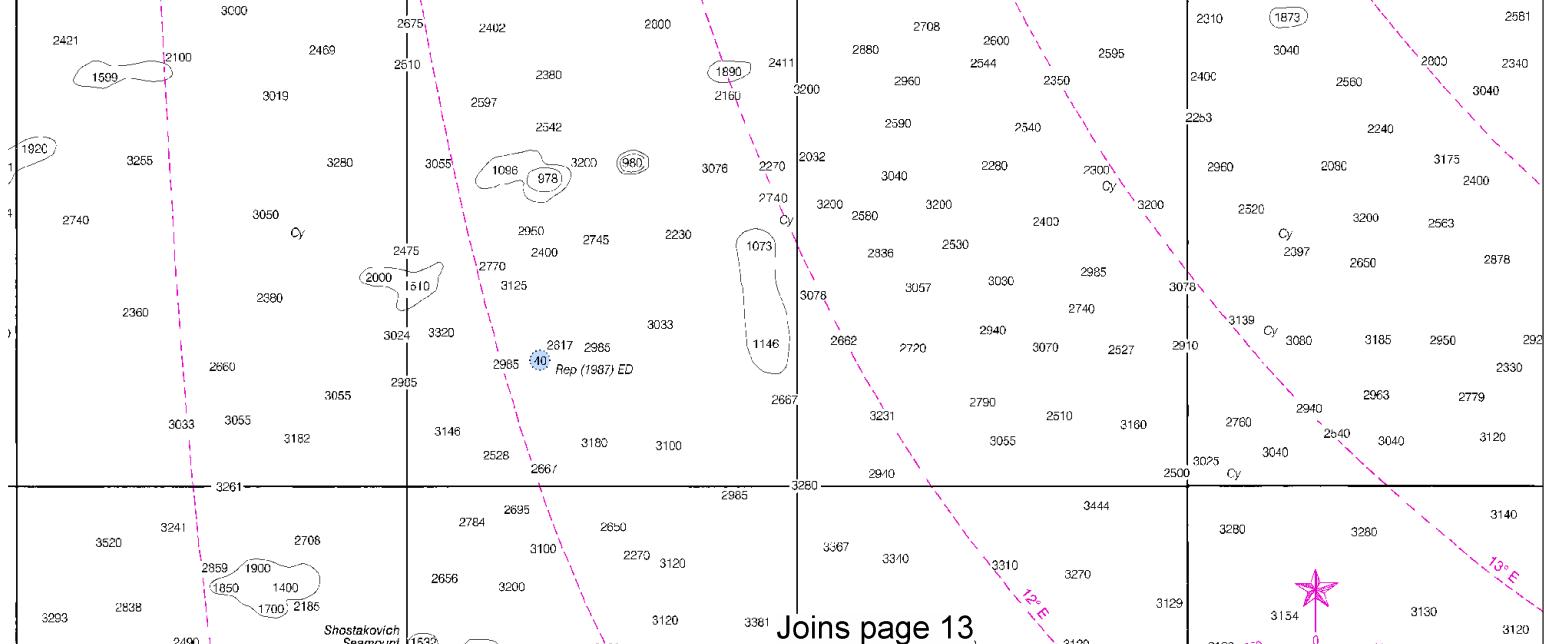
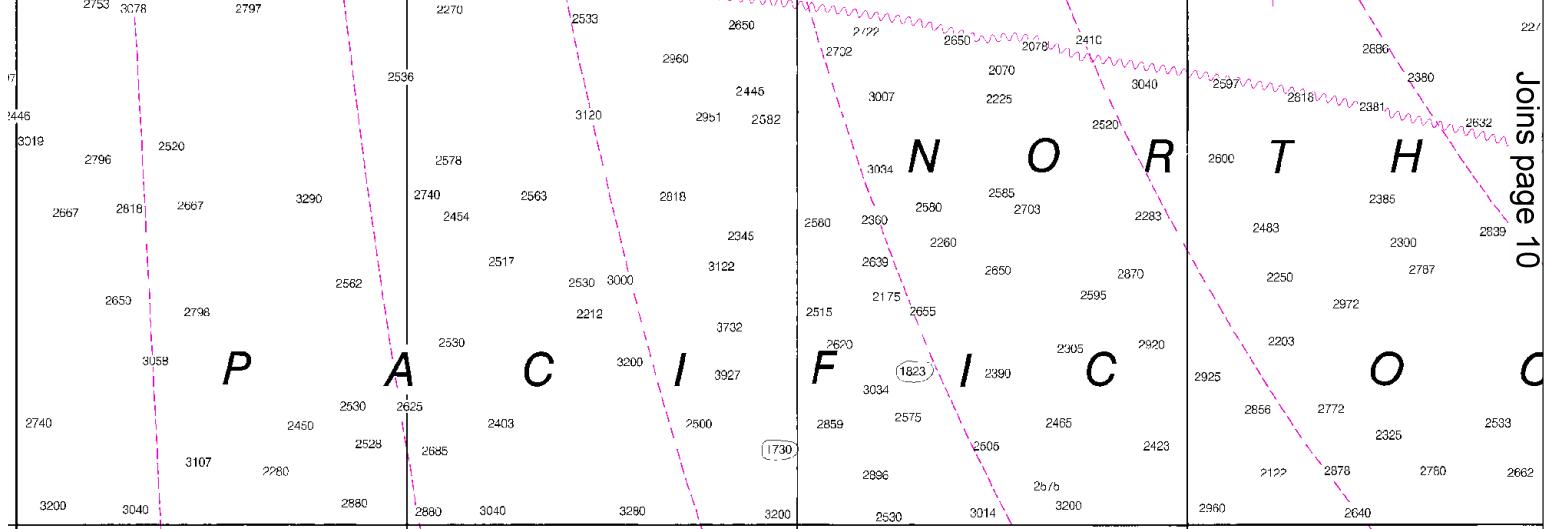


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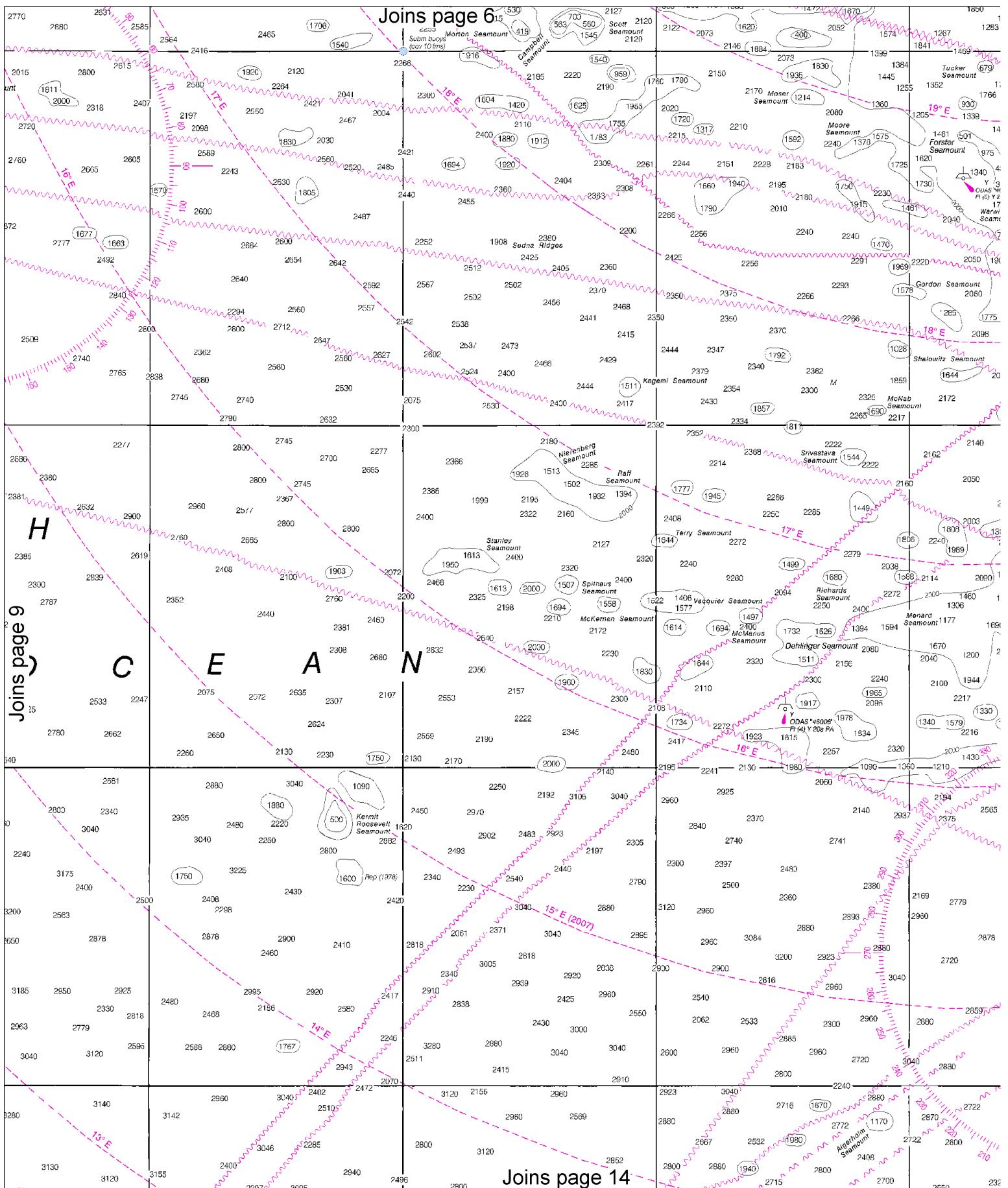
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Joins page 10



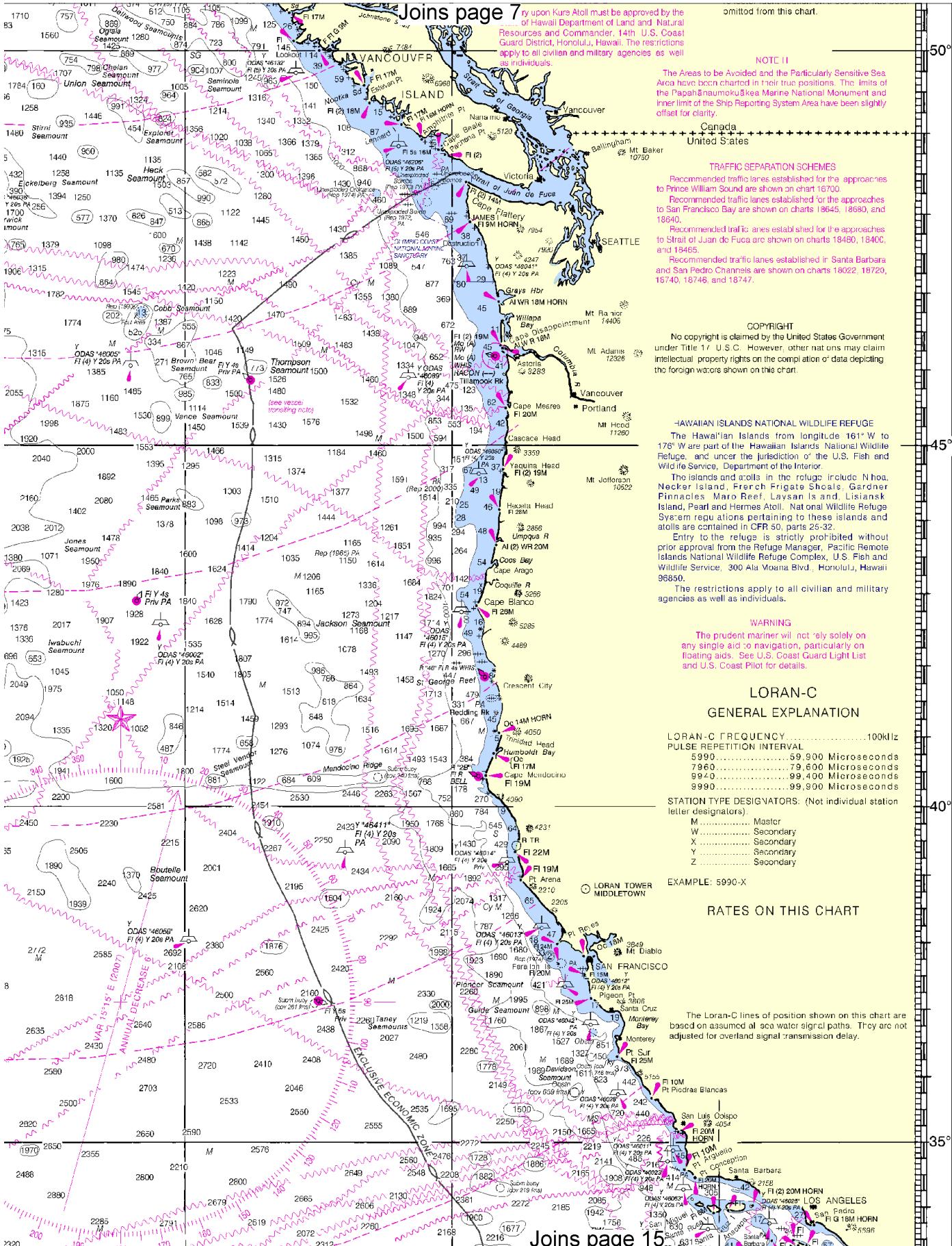
Joins page 13



10

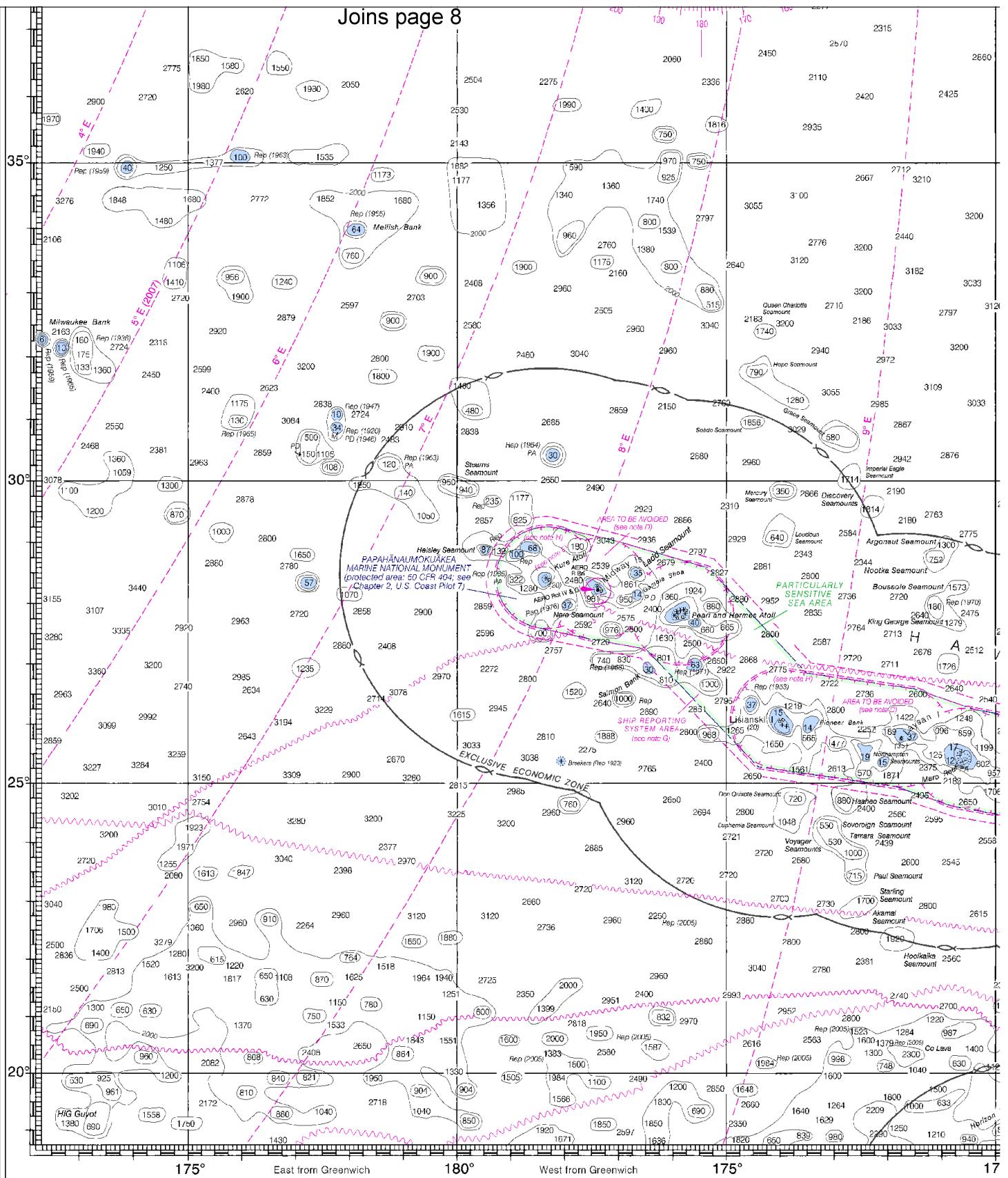


North



Joins page 15

Joins page 8



32nd Ed., Jun./07 ■ Corrected through NM Jun. 16/07
Corrected through LNM Jun. 05/07

530

CAUTION

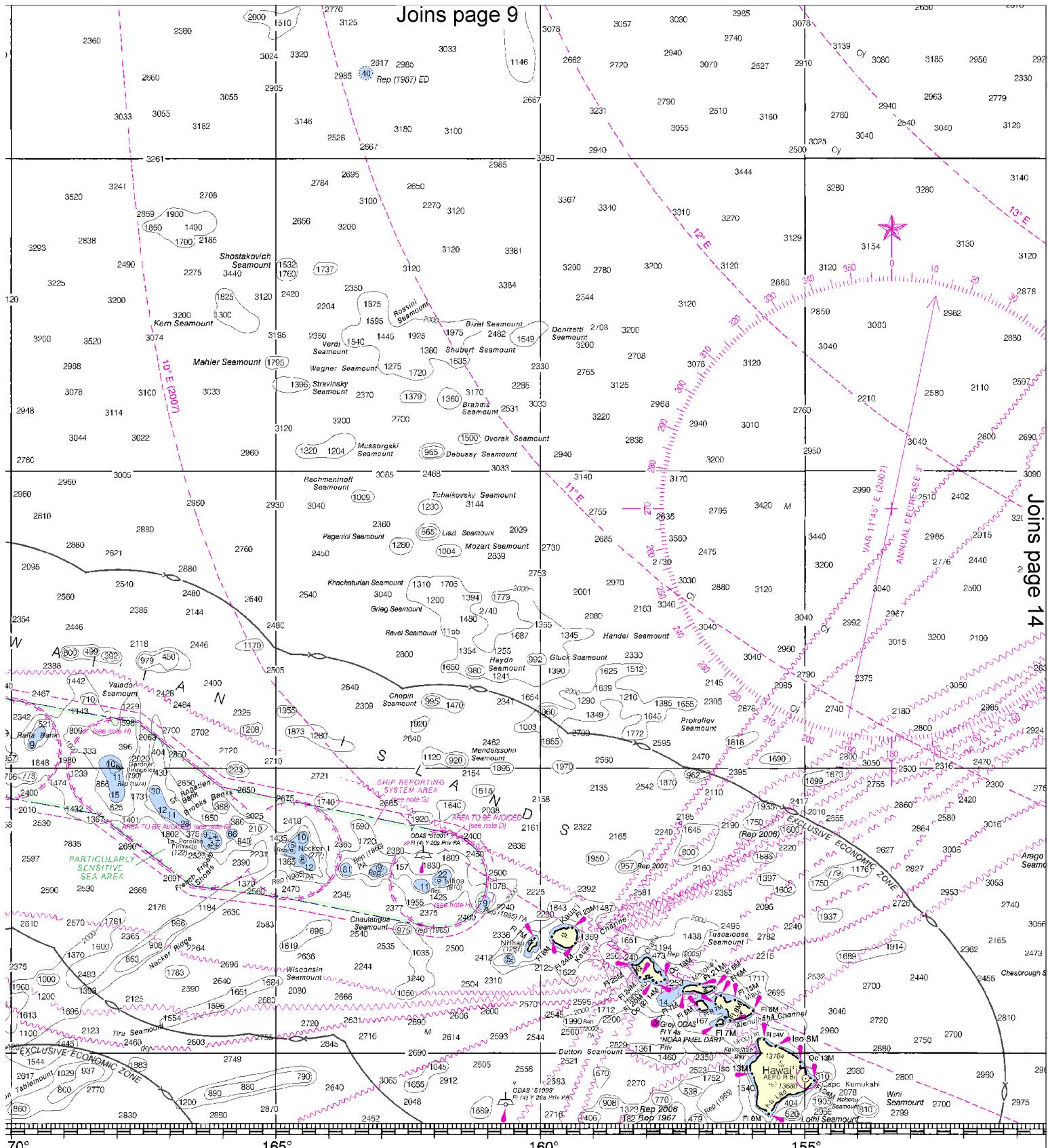
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SOUNDINGS IN FATHOM



Joins page 9

Joins page 14

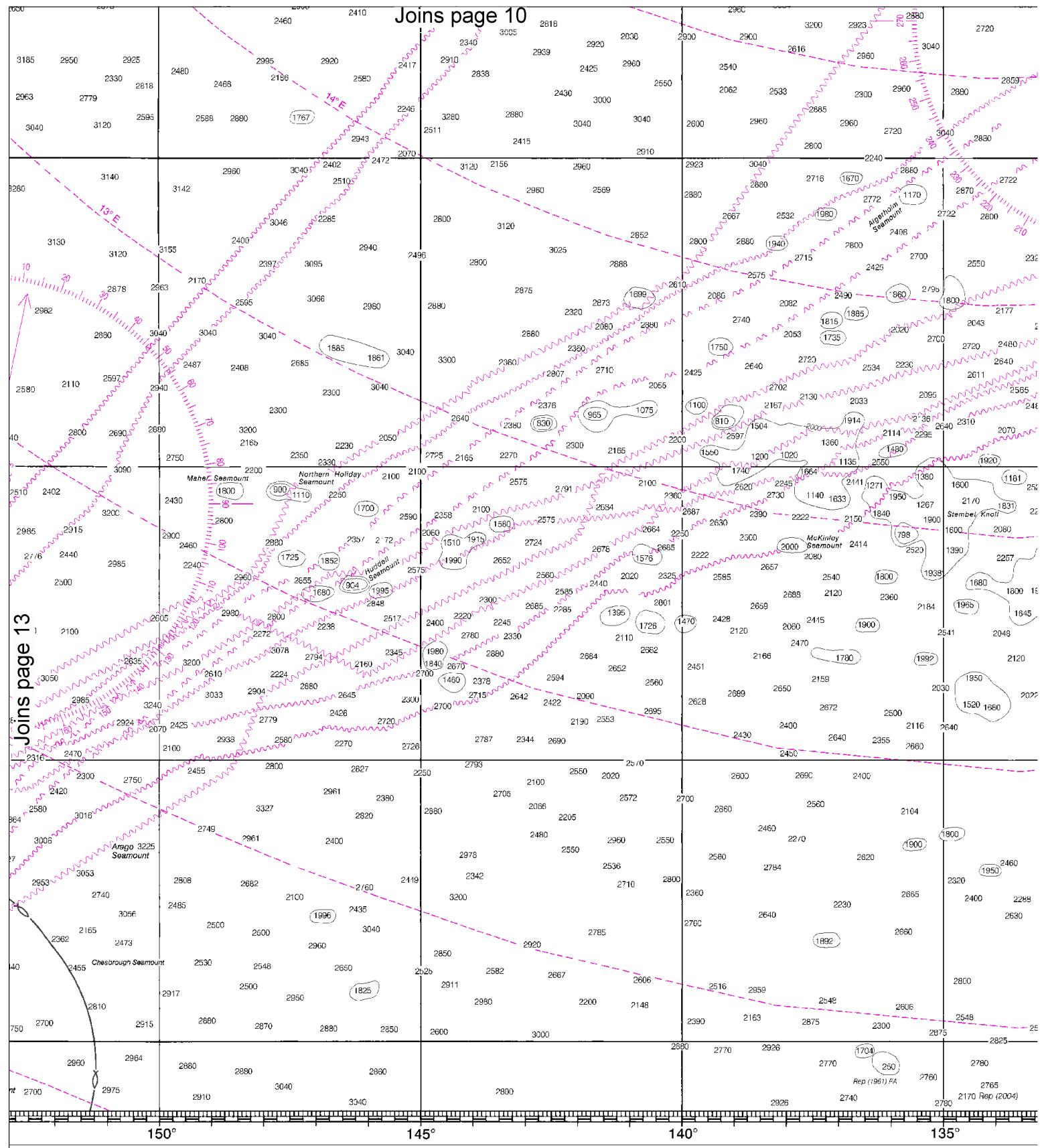


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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

13

Joins page 10



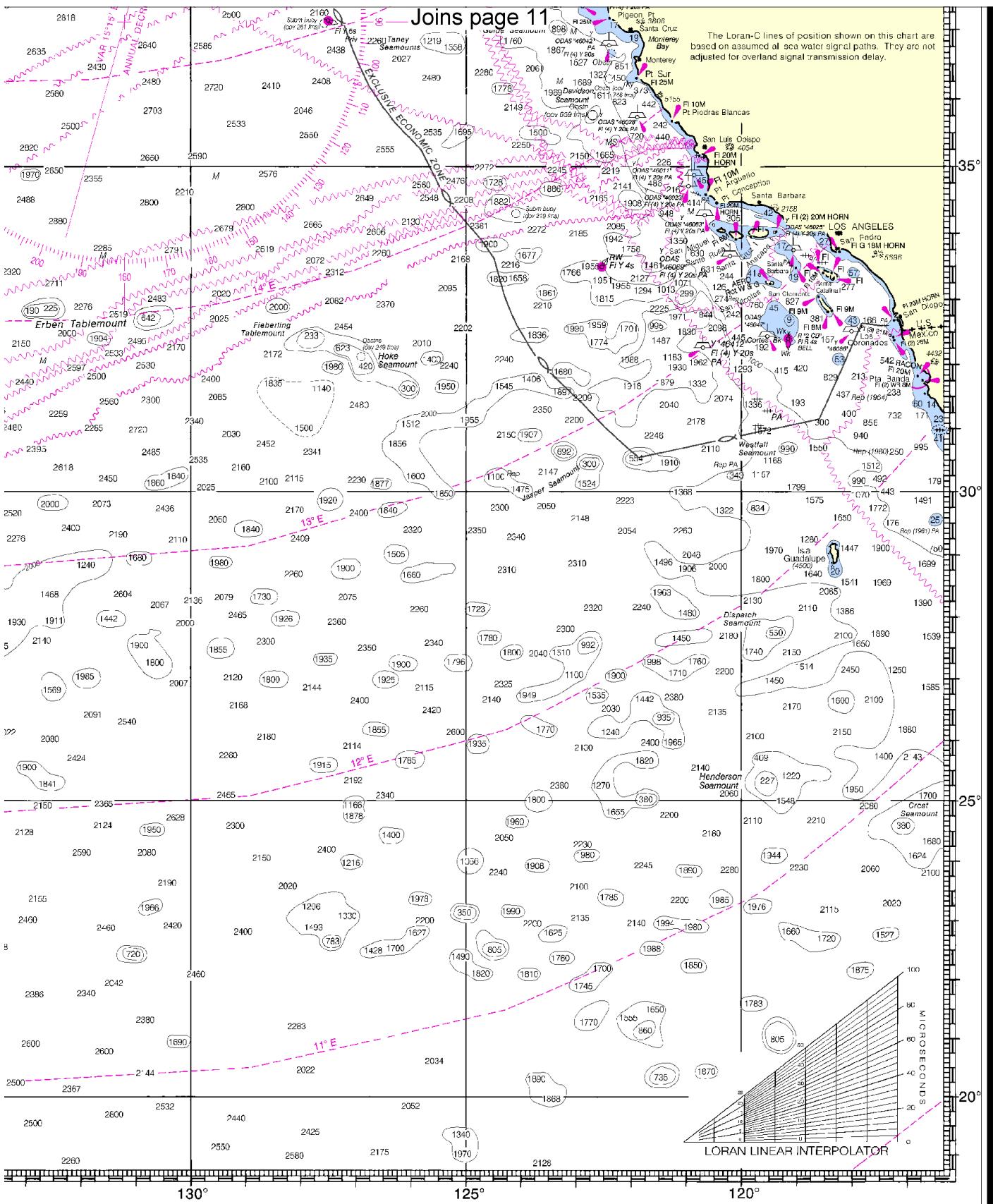
lished at Washington, D.C.

PARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
TIONAL OCEAN SERVICE
COAST SURVEY

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FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11



San Diego to Aleutian Islands and Hawaiian Islands

SOUNDINGS IN FATHOMS - SCALE 1:4,860,000

530

LORAN-C OVERPRINTED

15

11	12	13	14	15	16	17
69	72	78	84	90	96	102
11	21	23	25	26	27	28
10	21	23	25	26	27	29

ED. 32



NSN 762014009484
REFERENCE NO. WOPGN530

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

- Coast Guard Search & Rescue** – 510-437-3700
- Coast Guard Search & Rescue** – 808-541-2500

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.